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OCTOBER MEETING.

A stated monthly meeting of the Society was held this day, Thursday, Oct. 12, at eleven o'clock, A.M.; the President in the chair.

The Librarian announced donations from the Commonwealth of Massachusetts; the Arizona Historical Society; the Essex Institute; the New-England Loyal Publication Society; the Proprietors of the "Heraldic Journal;" the Trustees of Bowdoin College; Mrs. Perkins Boynton; Count Adolphe de Circourt; John F. Eliot, Esq.; Franklin B. Hough, M.D.; Major L. A. Huguet Latour; Col. Henry Lee, jun.; Hon. Isaac Livermore; J. Mason Warren, M.D.; and from Messrs. W. G. Brooks, Green, and Winthrop, of the Society.

The President read an application from Franklin B. Hough, M.D., of Albany, for leave to copy the "Castorland Journal," a manuscript volume in the library of this Society, for the purpose of translating and printing.

Voted to grant the request of Dr. Hough, under the rules of the Society.

The President called attention to an engraved portrait of George Read, one of the signers of the Declaration of Independence, then lying upon the table, presented to the Society by his great-grandson, John Meredith Read, jun., of Albany; and a proper acknowledgment was voted for the gift.

The President, at this moment, announced the entrance into the room of our Corresponding Member, the Hon. J. P. Kennedy, accompanied by Mr. Ticknor.

John Foster Kirk was nominated a Resident Member.

The President spoke of the "Old Wreck," now on exhibition on Boston Common, supposed to be that of the ship described by Bradford, on pp. 217-218 of his "History of Plymouth Plantation," as having been stranded on the south side of Cape Cod in 1626. The proprietors of the wreck had sent complimentary tickets of admission to many of our members.

Mr. AMORY read a letter from Capt. E. Atkins, giving his reasons for believing this wreck to be the remains of the vessel described by Governor Bradford.

Mr. DEANE read the following paper which he had prepared to show the small size of the ships used in crossing the Atlantic from the earliest period to the time when the vessel referred to was stranded on Nauset Beach; remarking that the list could have been much extended.

Columbus had, on his first voyage of discovery, three vessels. "Two of them were light barks, called 'caravels,' not superior to river and coasting craft of more modern days." They are supposed to have been open, "and without deck in the centre, but built up high at the prow and stern, with fore-castles and cabins for the accommodation of the crew. Peter Martyr, the learned contemporary of Columbus, says that only one of the three vessels was decked. The smallness of the vessels was considered an advantage by Columbus, in a voyage of discovery, enabling him to run close to the shores, and to enter shallow rivers and harbors. In his third voyage, when coasting the Gulf of Paria, he complained of the size of his ship, being nearly a hundred tons burden" (Irving's Columbus, chap. viii.).

These three small vessels, only one of which was expressly

prepared for the voyage, and was decked (the exact tonnage of neither is given), carried a company of one hundred and twenty persons, including ninety mariners.

On Sir Francis Drake's voyage for circumnavigating the globe, in 1577, his largest vessel was of only *one hundred* tons burden, and the smallest but *fifteen* tons. The bark in which Sir Humphrey Gilbert perished, in 1583, was of *ten* tons only.

Martin Pring made a voyage here in 1603, with two vessels,—one of *fifty* tons, carrying *thirty* men; and one of *twenty-six* tons, carrying *thirteen* men.

Bartholomew Gilbert came over to the southern part of Virginia the same year in a bark of *fifty* tons.

Champlain and Pontgravé sailed for Canada, in the early part of the seventeenth century, with two vessels, of only *twelve* and *fifteen* tons.

On the voyage to Virginia, which resulted in the first permanent settlement of the English in North America, in 1607, the three vessels which conveyed the colonists were *jointly* but of one hundred and sixty tons; viz., the "Susan Constant," the Admiral, of *one hundred tons*, carrying *seventy-one* persons; the "God-speed," the Vice-Admiral, of only *forty* tons, with *fifty-two* persons; the "Discovery," the pin-nace, of only *twenty* tons, with *twenty-one* persons. This number of persons included the mariners.

Two of the ships with which Captain John Smith set sail for New England, in 1615, were, respectively, of *fifty* and *sixty* tons.

In a list of ships which sailed for Virginia in 1619, I find one of *seventy* tons, carrying *fifty-one* persons; and one of *eighty* tons, with *forty-five* persons.

The "Mayflower" was of "nine score" (180) tons burden. The "Speedwell," which brought the Pilgrims from Holland to Southampton, and which was also intended for the voyage to America, but proved unseaworthy, was of *sixty*

tons burden. The "Fortune," which brought *twenty-nine passengers* to Plymouth in 1621, was of only *fifty-five* tons. The "Little James," which came in 1623, was of only *forty-four* tons.

It is a marvel to us that persons were willing to venture across the stormy Atlantic, at all seasons of the year, in such small craft; and a still greater marvel that so many of these voyages were successfully accomplished.

Dr. ELLIS moved that Mr. Deane be requested to prepare a complete history of this "old wreck," embracing all the facts in connection with its recent recovery, including an account of any relics discovered with it; and his motion was adopted.

NOVEMBER MEETING.

The stated monthly meeting of the Society was held this day, Thursday, Nov. 9, at eleven o'clock, A.M.; the President, the Hon. Mr. Winthrop, in the chair.

The Librarian announced donations for the past month from the City of Boston; the Boston Provident Association; the Chicago Historical Society; the Essex Institute; the New-England Historic-Genealogical Society; the New-England Loyal Publication Society; Oberlin College; the Society of Antiquaries, London; the Society "Doctrina et Amicitia," Amsterdam; John Appleton, M.D.; John A. Bolles, Esq.; George Brinley, Esq.; Elbridge H. Goss, Esq.; Thomas J. Herring, Esq.; Clement H. Hill, Esq.; Benjamin P. Johnson, Esq.; Charles